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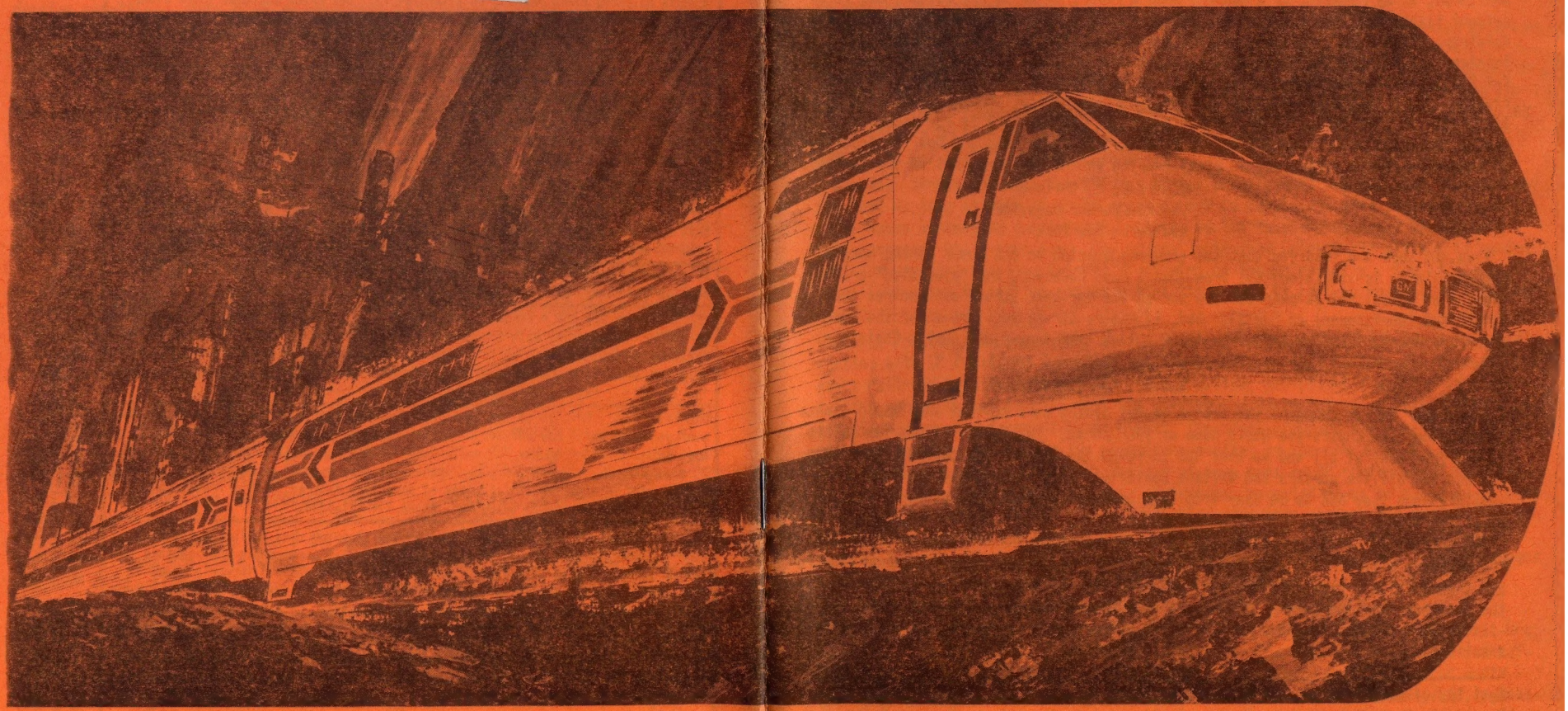

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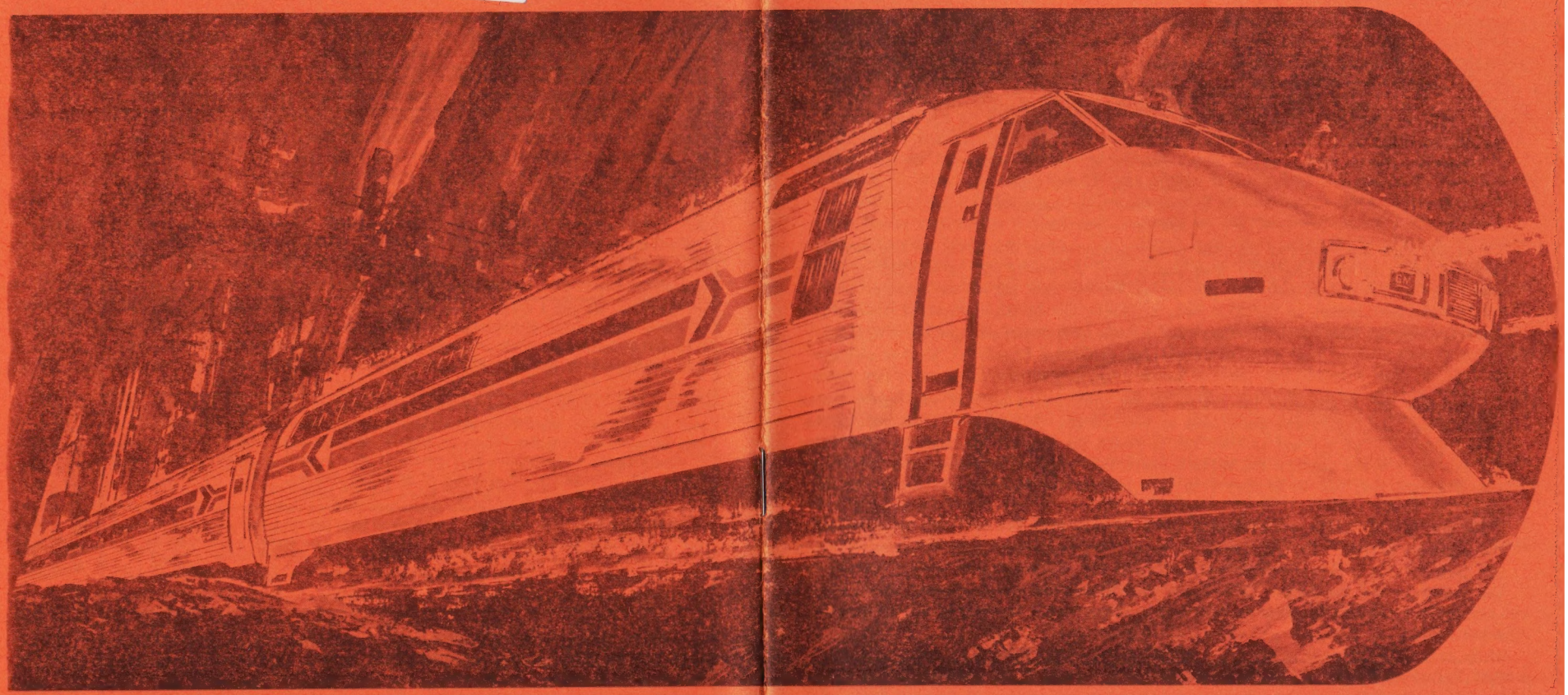

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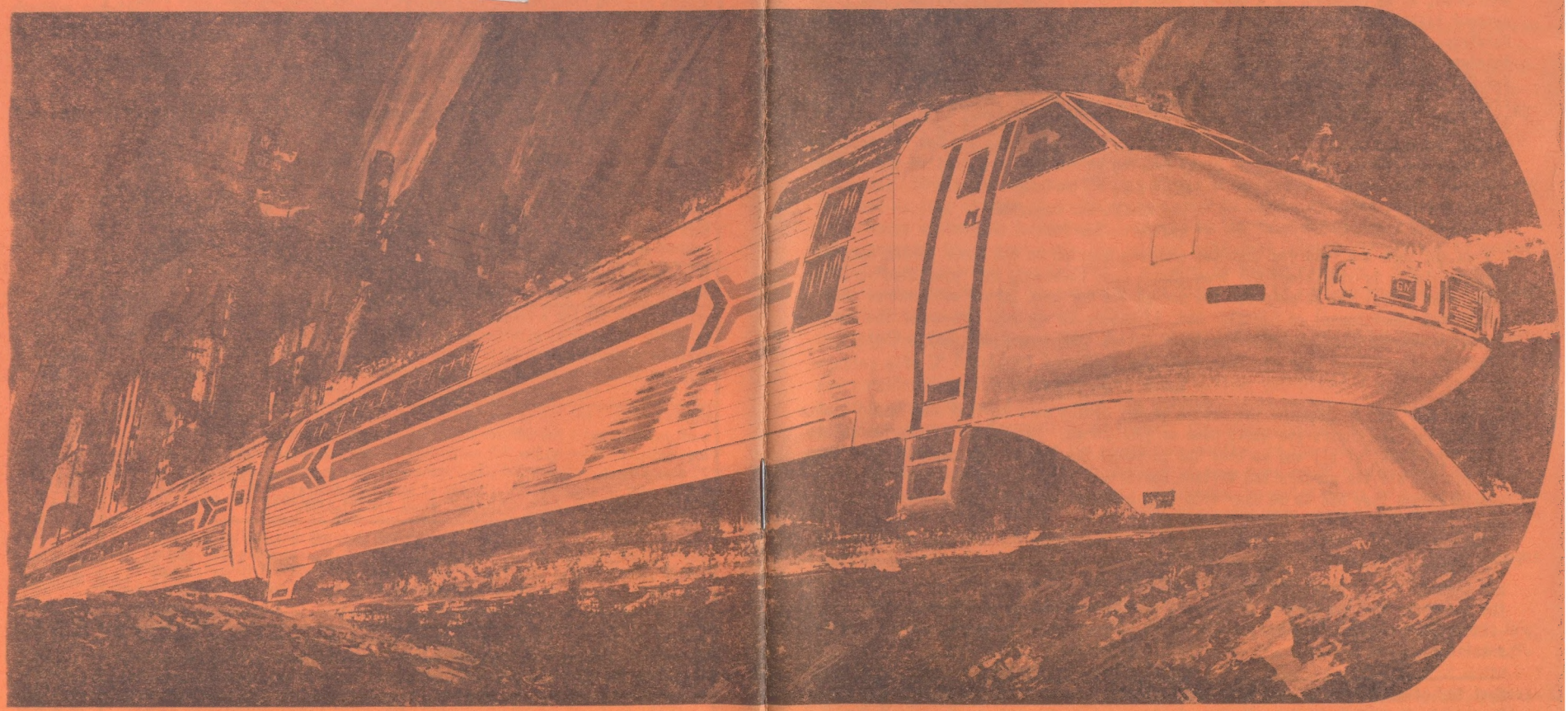

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REISTRUP ENTERS THE LAIR OF THE OCTOPUS

Amtrak President Paul Reistrup was in San Francisco Apr 22-23 for the purpose of meeting with SP President Ben Biaggini. Reistrup said that he intended to meet with every railroad president in the prexy's own office, and Biaggini was the last remaining person he had to call on. The meeting was described as amiable. Points under discussion were "accounting problems", the state-proposed Bay Area-Sacramento corridor service, and likely the planned re-routing of the SAN JOAQUIN (see p.7). Railfans also speculated that the subject of dome cars on SP routes might have been brought up--or at least will be soon. Amtrak has revealed plans to place ex-SP dome lounges now on the SF ZEPHYR on the COAST STARLIGHT this summer, and reportedly is hoping to be able to run bigger domes thru from Chicago. Until such permission is granted from SP, it appears likely that ex-B&O low-profile domes and flattop lounges will substitute this summer on the Oakland-Chicago train.

LEGISLATOR CHARGES HEARST PAPERS SPREAD "LIES" ABOUT AMTRAK

In a letter to the San Francisco Examiner (Apr 11), James R. Mills, President Pro Tempore of the California State Senate, replied to the anti-Amtrak article and editorial described here in our last two issues. The rail-supporting Senator wrote that the Hearst report is "unfortunately a classical example of the big lie, presumably foisted upon Mr. Rogers by certain interests hostile to Amtrak." Mills said that "Disinterested studies indicate that the train gets the most favorable rating on all these (energy, pollution, cost) counts, along with the intercity bus under certain circumstances."

EDWARD L. ULLMAN

The death of Amtrak Board Member Edward L. Ullman the morning of April 24 saddens us personally and leaves a void that all rail travel supporters will feel directly or indirectly. Prof. Ullman was a noted transportation expert and an ardent supporter of rail travel. Following his appointment as one of three consumer representatives on the Amtrak Board for a 4-year term in April, 1974, Prof. Ullman worked unstintingly to improve passenger train service. He was an outspoken supporter of better leadership at Amtrak. We did not personally meet him until our trip to Washington last month, and for a few brief hours during our two-day stay came to feel that we had formed a new and lasting friendship. That it should be severed so abruptly and soon is incredible to us. The short trip on train 176 described in our last issue proved unhappily to be Prof. Ullman's last train trip. Shortly after his return to Seattle, he suffered a series of heart attacks, and was hospitalized at University Hospital. It has been requested that in lieu of other gifts, donations be sent to General Scholarship Fund, Office of Development, Rm 400, Admin. Bldg., University of Washington, Seattle WA 98199.

We will continue to picture Ed Ullman as we last saw him: laughingly wiping the dust from our train window, as it prepared to pull away, so we might have a better outlook. That small act seemed to symbolize what he stood for. He will be sorely missed.

Urban-Suburban Transit

THE WASHINGTON METRO has been averaging more than 20,000 daily riders on the first 4½ miles now open. That's over twice the expectations on a longer-range basis--and there's already talk of extending operations to at least one weekend day, at least for the tourist season. Minor delays and technical problems have continued to occur.

ADD BALTIMORE TO the list of cities interested in the possibility of applying for Federal funds to build a downtown people mover system.

AFTER MONTHS OF wrangling and uncertainty, construction of at least 8 miles of heavy rail rapid transit in Baltimore seems assured. In spite of an official ground breaking ceremony last year, the whole project has been in limbo because of cost estimates (over $700 million) and the cries of many that a less expensive light rail or other alternative should be substituted. And the legislature had to approve funds in order to avoid loss of half a billion dollars promised by Washington. The decision came down to the wire in the legislative session which concluded in early April as opponents in the state senate mounted a filibuster which stalled business for a week. Compromise and legislative maneuvers finally prevailed, and the state budget, complete with funds for the transit line, went to the Governor with one day left in the session. There will be no grand opening, however, before at least 1982, of the line from downtown Baltimore to the northwest corner of the city--about half of it underground.

SAN FRANCISCO REMAINS tied up as of this writing (Apr 27) with its strike of city workers which has halted the Municipal Railway--no buses, streetcars, cable cars. The Chamber of Commerce has even commented that it has proven that a city can get by without public transportation. Since last issue, the Golden Gate Transit bus drivers, which handle runs from San Francisco to points in Marin County, have gone on strike, and Golden Gate Bridge auto traffic is reaching new peaks--of numbers, and presumably of pollution and energy and time waste.

Rail Canada

THE DAYLINER SERVICE between Victoria and Parksville on the E&N was resumed Apr 10 after a lapse of 10 days. The RDC had derailed Mar 31 and was sent to Vancouver for repairs. Some wheels were replaced, and air conditioning equipment was removed, to be replaced later.

THAT 129mph SPEED record set by LRC equipment on CP Rail's Adirondack subdivision betters the former CP speed record of 112mph set by a 4-4-4 Jubilee-series steam engine in 1936. The LRC run was also slightly faster than the famous "999" run on the New York Central at the turn of the century.

RAIL OFFICIALS REPORT that they are baffled at the recent statement by Federal Transport Minister Otto Lang that the lines should begin ordering new passenger equipment immediately, having been informed that they will be granted an adequate return on passenger operations. Both CN and CP Rail execs indicate they expect to have the government subsidy on passenger losses raised from 80% to 100%, but say the revision has not been confirmed.

PROPOSALS TO RELOCATE CN terminal facilities away from the resort community of Jasper have been defeated, and rail operations will continue at the scenic site. The decision was announced by Northern Development Minister Judd Buchanan. Some 500 CN employees and family members would have been forced from their homes should CN have been ordered out.

A SPRING ANNOUNCEMENT is expected in Ottawa on development of a high-speed passenger train project. Rumours indicated a budget of about $42 million, a 3-year test period, and pinpointed either Montreal-Quebec City or Toronto-Windsor as the likely sites.

CANADIAN FEDERAL GOVERNMENT is willing to examine feasibility of a railway to Alaska, even tho such a project would not be "commercially viable" at the present time. The announcement was made in Ottawa by Kenneth Henderson, director of railway planning, after a mid-April meeting with U.S. officials, including Alaska state representatives. Estimated cost of connecting the Alaska Rwy with existing Canadian routes is $500 mil.

CN HAS BEGUN construction of 9½ miles of double track between Minaki and Ottermere, east of Winnipeg, to improve traffic flow. The daily SUPER CONTINENTAL uses this route. Additional double-track construction is expected in the next few years.

RAIL LABOUR GROUPS are irritated by CP Rail's appeal of a CTC order requiring "ditch lights" be added to locomotives assigned to mountain divisions west of Calgary. CP claims the cost would be $282,526 for the 563 locomotives in question. The issue became lively following a 1974 derailment caused by a night rockslide.

CN RECENTLY MADE another reduction in first class service. Since CN does not publish equipment, these reductions have gone largely unnoticed. (1)There is no longer sleeping car service on the Sydney train. Nos. 18-19 now normally carry, from Sydney: baggage (Truro), unreserved coach, dinette, Daynighter coach (Montreal). (2) One club car roundtrip has been eliminated from the Toronto-Windsor pool. The car was on #141, the 9:05 from Toronto, returning on #146, the 2:05pm from Windsor. The car on #146 covered no meal periods and had little business. Service was at one round trip until CN restructured its southwestern Ontario service in 1973, when it was increased to three. The two remaining round trips now run daily.

THE SUPER CONTINENTAL runs have been lengthened effective Apr 25: westbound the CN train takes 1hr 10mins longer than before, and eastbound it's 2hrs 5mins longer. The westbound leaves Montreal 9:20pm, Toronto 11:30pm, arrives Vancouver 8:30am. The eastbound leaves Vancouver 8:30pm, arrives Toronto 7:10am, Montreal 10am.

A STEAM SPECIAL will operate on CN every Saturday (except July 10) from Jun 5 to Sept 4 between Toronto and Niagara Falls. A 2-hour side trip from Niagara Falls to Yager and return will also be run. Tickets will be sold in Toronto, Hamilton and Niagara Falls only.

AMTRAK SPRING SCHEDULE CHANGES

With the national changeover to Daylight Saving Time, Amtrak announced April 25 schedule changes and issued new timetables. In addition, a new train for summer was announced: the PALMETTO, an all-Amfleet train, will run New York-Charleston-Savannah southbound from June 15 to Sept 7 and northbound from June 16 to Sept 8. It will serve new experimental stops at Dillon and Kingstree, SC. The schedule is shown at the bottom of this page. Amtrak said that the train will offer Amclub and Amlounge service, and will have less dense coach seating than the present 84 seats in Amcoaches, for long distance travel. The name PALMETTO was first used in Dec 1909 by the Atlantic Coast Line, and is taken from South Carolina's official state tree. The 850-mile route will be the longest Amfleet route in the system.

Many of Amtrak's spring schedule changes were listed in our Second February issue (p.15), and other highlights are given here. The SILVER METEOR and CHAMPION will again be consolidated (as last fall) between New York and Jacksonville. This also results in a schedule lengthening of 30 to 55 minutes. The southbound SILVER STAR gets 15mins added to its schedule (to St. Pete) and 5mins (to Miami), while the northbound time is shortened by 10mins. The FLORIDIAN no longer splits at Jacksonville, but at Auburndale, FL.

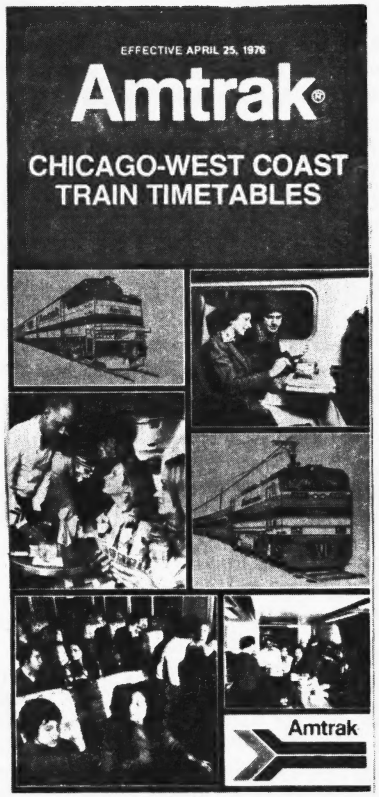
The Boston section of the LAKE SHORE LIMITED gets 20mins cut from its westbound time and 40mins from the eastbound schedule. As noted earlier, all trains on ICG lines are having their schedules lengthened, and Amtrak has noted in timetables that this lengthening reflects more realistically actual running times while track work is undertaken (ICG was recently required to upgrade tracks for Amtrak runs).

New timetables show the ILLINOIS ZEPHYR with Amfleet equipment, and other Midwest trains with the new cars are the SHAWNEE, the ANN RUTLEDGE, the ILLINI, and the STATE HOUSE. The SAN DIEGANS will be the first Western trains to be Amfleeted, the approximate date being May 15.

#165				#164
800am	Lv	New York	Ar	1100pm
815am		Newark		1045pm
r831am		Metro Park		--
840am		New Brunswick		1017pm
--		Princeton Jct.		1001pm
907am		Trenton		951pm
935am		No. Philadelphia		924pm
945am		Philadelphia		915pm
1018am		Wilmington		849pm
1120am		Baltimore		749pm
1200noon	Ar	Washington	Lv	705pm

#89				#90
1230pm	Lv	Washington	Ar	630pm
1247pm		Alexandria		600pm
e115pm		Quantico		e527pm
e135pm		Fredericksburg		e506pm
240pm	Ar	Richmond	Lv	415pm
255pm	Lv	Richmond	Ar	405pm
324pm		Petersburg		309pm
450pm		Rocky Mount		148pm
510pm		Wilson		112pm
615pm		Fayetteville		1201pm
e708pm		Dillon		e1103am
810pm	Ar	Florence	Lv	1030am
820pm	Lv	Florence	Ar	1020am
e900pm		Kingstree		e915am
955pm		Charleston		330am
1045pm		Yemassee		740am
1150pm	Ar	Savannah	Lv	650am

r - Stop to receive
e - Flag stop



The NY-Detroit EMPIRE STATE EXPRESS has been renamed the NIAGARA RAINBOW, and for the first time since service began in Sept 1974 it will handle local passengers between Windsor, St. Thomas and Fort Erie, Ontario. The Canadian Transport Commission gave Amtrak authority to handle the intra-Canada traffic starting Apr 25. There is no schedule change for the train.

There are some minor time adjustments for several Chicago-Detroit Turboliners. Apr 27 marks the first anniversary of Turboliner service on the Detroit run. (Amtrak said that available ridership figures since Turbo introduction indicated a 69.9% increase in passengers on the run, to make it Amtrak's busiest Midwest corridor.)

The schedules of most trains north of New Haven have been lengthened to coincide with beginning of Corridor track work, the first phase of a 5-year track upgrading project. Weekend-only runs are not affected, nor is the NIGHT OWL.

When the LAS VEGAS LIMITED begins operation between L.A. and Las Vegas, NV on May 21, a 3-day excursion fare (25% off) will be available. Regular round trip for the whole route is $48. A package deal including Las Vegas accommodations is expected tobe made available. Reservations will be necessary on the train.

Several Philadelphia-Harrisburg changes take effect Apr 25, at the request of SEPTA and the Pennsylvania DOT. A 12:05pm departure from Philadelphia's Suburban Station will replace the 12:35 schedule. The 8am and 9:15am Harrisburg departures for Philadelphia will both operate 5mins earlier. The 12:25pm train to Philly will leave 15mins earlier, and trains that depart Philly at 5:55pm weekends will add a stop at Malvern at 6:23pm and run 3mins later west of there.

The Jacksonville-St. Pete section of the FLORIDIAN will operate (as of 4/25) via Deland, Sanford, Winter Park and Orlando instead of thru Waldo, Ocala and Wildwood. This change was made so the St. Pete and Miami sections could run as a consolidated train between Jacksonville and Orlando. The SILVER METEOR will continue to serve Waldo, Ocala and Wildwood. The CHAMPION will initiate a stop at Palatka, FL Apr 25 and the SILVER STAR will now stop in Kissimmee. Kissimmee became an Amtrak stop in December on the St. Pete sections of the FLORIDIAN and the CHAMPION.

Amtrak issued a number of timetables dated Apr 25, all with the design shown above. Covers are in two colors: black and one other color (different for each different timetable). The GE electric engine 966 shown on the timetable covers was also pictured in our last issue (p.7). A new systemwide timetable is expected in June.

Amtrak is pushing plans to re-route the SAN JOAQUIN thru Sacramento, CA, thus opening up a new market to the train, which has thus far suffered from slim ridership. Plans are for the train to leave Oakland earlier, about 7:30am, for the run to Sacramento on SP tracks, switching over to Santa Fe rails at Stockton. It is believed that the change would add 55mins to the schedule until a new connection at Stockton is constructed to eliminate a needed backup movement there, thus cutting 20mins off the lengthened schedule.

The PACIFIC INTERNATIONAL will resume its runs, since bridge repair is completed, northbound Apr 30 and southbound May 1.

CARS & CONSISTS

*We erroneously called car 9382 a Great Dome in the last issue (pp. 14-15). This of course is an ex-Milwaukee Road Pullman-Standard-built dome which is to be distinguished from the BN's six Budd-built Great Domes, which are now Amtrak 9360-9365. The 9382's correct appellation is "Super Dome."

*JOHNNY CASH SPECIAL which ran on the Cotton Belt Mar 20 from Kingsland to Rison, Ark., as part of Rison's Bicentennial celebration, had this consist: SP bicentennial engine 3197; SP coach 293, SP diner 290, SP lounge 291, Amtrak coaches 4855, 4871, 4886, SP business car "Sunset." A special freight train was also on display near Kingsland: Cotton Belt Bicentennial diesel, SP Bicentennial diesel, a number of new and washed freight cars, and red-white-&-blue caboose #1776.

*SAN FRANCISCO ZEPHYR, train 6--seven consecutive consists at Greeley, Colorado, recorded by Lane Sands, illustrate consist shifts and cycling of SP domes (9300-cars) on Oakland-Denver leg. First six days should be all 6 sets of equipment for this leg: Apr 4: engines 628, 622; slpr 2620, diner 8054, dome lounge 9374, coaches 4813, 4470, BN 710, baggage 1158. Apr 5: engines 581, 627; cars 2672, 8105, 8118, 4807, 5018, 1570, 1191, 1192. Apr 6: engines 585, 583; cars 2649, 2653, 2617, 8065, 9373, 4812, 4805, 1573, 1061, 1053. Apr 7: engines 626, 629; cars 2630, 8053, 9370, 4474, 4475, 1418, 1170. Apr 8: engines 580, 587; cars 2640, 8048, 9374, 4578, 4476, 4818, 1572, 1021, 1162. Apr 9: engines 624, 586; cars 2637, 2202, 8117, 4472, 4828, 2204, 1198, 1173. Apr 10: engines 627, 113, 581; cars 2265, 2620, 8054, 9373, 5016, 4470, BN 710, 1196, 1186. (Note that train consist is reversed at Greeley due to reverse direction of travel between Cheyenne and Denver.)

*LAKE SHORE LIMITED is now operating a full diner (see comments last issue, p.14), having activated more tables in the 8330-8339 series diners, and 4 waiters now work. Parlor cars used as lounge on train are to be stripped of swivel seats and lounge seats and tables installed (don't let them do it!). Train 48, Elyria, Apr 16: engines 595, PC 265; cars 1533, 2028 "Loch Tarbet", 2831 "Lebanon Valley", 2834 "Navaho Valley", 5659, 5650, 8029, 3642 "Roger Williams" (parlor used as lounge), 5643, 5657, 5674. Same, Apr 18: Engines PC 299, 592; cars 1513, 2014 "Robin", 2832 "Keene Valley", 2815 "Otter River", 6029, 5672, 8336, 3644 "Nathan Hale" (parlor used as lounge) 5602, 5651, 5666. Train 48 has carried new F40 engines from Chicago to Corridor (as power on the point) as follows: 3/31: 201; 4/1: 204; 4/2: 209; 4/3: 208; 4/4: 200; 4/7: 207; 4/8: 202; 4/9: 210; 4/11: 212; 4/15: 211 (may have been other dates, but these have been verified).

*MONTREALER, train 61, Capital Beltway, Apr 16: engine 952; cars 2105, 2776, 2555, 8335, 3634, 5642, 5685, 5453, 6088, 5673, 1514, 1162. Same, train 60, 1st NY section: engine 918; cars PC 3233, 6031, 7800, PC 3231, 6063, 6022, 6053, 5275, 5652. Same, train 60, main train to Montreal: engine 952; cars 1110, 2701, 2702, 2703, 8333, 3329, 5604, 5630, 5461, 6008, 5436, 5052.

*SAN DIEGAN, train 773, San Diego Apr 19: engines 514, 451; cars 1376, 5226, 3370, 5230, 5228, 7516. Train 772, same: engines 504, 417; cars 1167, 6035, 3821, 5232, 5235, 6041, 6040. Train 775, Apr 15: engines 504, 417; cars 1176, 6035, 3350, 5232, 6041, 6040, 5617, 9914 (hi-level with step-down), 9962 (hi-level). Baggage 1376 outfitted for Amfleet service, was spotted in use on Apr 15.

*CHAMPION, train 86, Florence SC, Mar 17: engines 642, 612; cars 1163, 1402, 2032 "Loch Rannoch", 4419, 4424, 5464, 4441, 4430, 4590, 4411, 3333, 8022, 8014, 3220 "Hollywood Beach", 2766 "Savannah", 2232 "Ocala", SCL business car 310.

*BROADWAY LIMITED, train 441 (DC section), Capital Beltway, Apr 16: engine 902; cars 1101, 1162, 2554 "Golden Triangle", 8111, 2520 "Colonel Fordyce", 5010, 5238, 5253.

*All-electric baggage cars have begun appearing in the Corridor on Amfleet trains. These are ex-Army cars 1300-1308. It now appears that the NIGHT OWL will get the two all-electric sleepers 2619 "Pacific Meadow" and 2638 "Pacific Trail".

*Southern's PIEDMONT is no longer a mixed train; now has one FP7A unit, baggage, one coach, and coach-grill. On heavy days more coaches are added.

Equipment

I. WHAT RTN READERS WANT IN FIRST CLASS PASSENGER EQUIPMENT:

Preliminary results of RTN's first class survey for Amtrak.

In our last issue we asked readers to submit their votes and comments on their requirements in new equipment for first class day trains (parlor car) and overnight (sleeping car) service. These were to be submitted directly to Amtrak for use at their next board meeting. It turned out that the meeting date we gave was in error; the actual date was April 21 rather than 28. However, there was such an immediate and heavy response from readers that by April 20 we had a big batch of returns--enough to provide a statistically stable sample to give to Amtrak by telephone that day. We'll tally all the results we get, but below we present those we relayed to Amtrak.

OVERNIGHT:

SHOULD EVERY ROOM CONTAIN A TOILET?	YES 80%	NO 17%	MAYBE 3%
SHOULD EVERY ROOM CONTAIN A WASH BASIN?	YES 94%	NO 3%	MAYBE 3%
WOULD SMALLER ROOMS BE ACCEPTABLE?	YES 38%	NO 48%	MAYBE 14%

OTHER FEATURES WANTED (in order named, with % of respondents naming the feature):
(Retention of present features assumed by virtually all respondents)

Airline-type music/P.A. system in rooms: 44%
Reliable, individual climate controls in rooms: 30%
Shower available in sleeping car: 27%
Courteous, attentive sleeping car attendants: 22%
Large, clean, transparent windows: 22%
Soundproofing, freedom from rattles and squeaks: 9%
Adequate closet space, clothes hooks, etc.: 9%
Cold drinking water in room: 8.6%
Cleanliness: 8%
Opaque window shades: 7%

AN RTN EXCLUSIVE REPORT IN SIX SECTIONS

DAYTIME:

EVERY DAYTIME TRAIN OFFER PARLOR CAR SERVICE?*	YES 44%	NO 40%	MAYBE 16%
INDIVIDUAL SWIVEL SEATS FOR PREMIUM PRICE?	YES 66%	NO 24%	MAYBE 10%
PARLOR SERVICE IN SEPARATE CAR?	YES 52%	NO 31%	MAYBE 17%

*This first question proved to be worded ambiguously, so can't rely on figures too much; what most respondents seemed to mean was that first class service should be on daytime trains of sufficiently long run if market showed a demand. Respondents seemed pretty satisfied with status quo regarding distribution of this service around the Amtrak system.

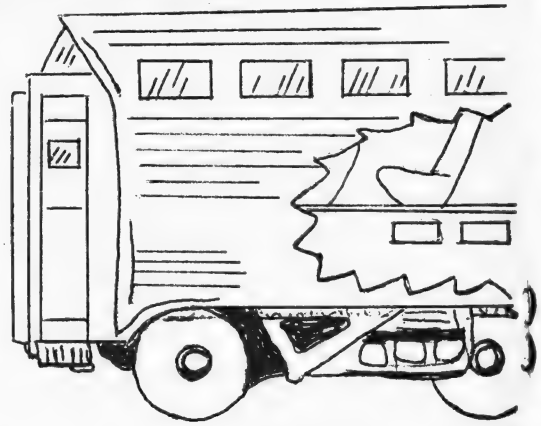
OTHER FEATURES WANTED:

Courteous, attentive parlor car attendant: 37%
Meal and bar service available at your seat: 30%
Airline-type music/P.A. system with headphones: 20%
Reading material: newspapers, magazines, route guides, etc.: 19%
Folding table or tray; or desk with stationery: 15%
Large, clean, transparent windows: 12%
Segregation of smokers and non-smokers: 11%
Drawing room or conference room available: 9%
Individual swivel seats: 9%

OTHER INTERESTING FEATURES SUGGESTED: Overnight: longer or wider beds available; a folding table available in room; more comfortable daytime seat in sleeper; family suites available; extra luggage storage at end of car; double bed in bedrooms; more security for valuables--outside lock on door, or locker attended by porter; TV; tea & coffee & ice cubes available in car; stronger electric outlet; upper berth windows

Daytime: seats reserved by number; quiet atmosphere; dome or rear observation area; secretarial service or Dictaphone; complimentary beverage or hors d'oeuvres; TV; meals incl. in price; telephone; quality meal service (no plastic); pillows.

II. WOULD YOU BELIEVE A DOME BILEVEL AMFLEET CAR?



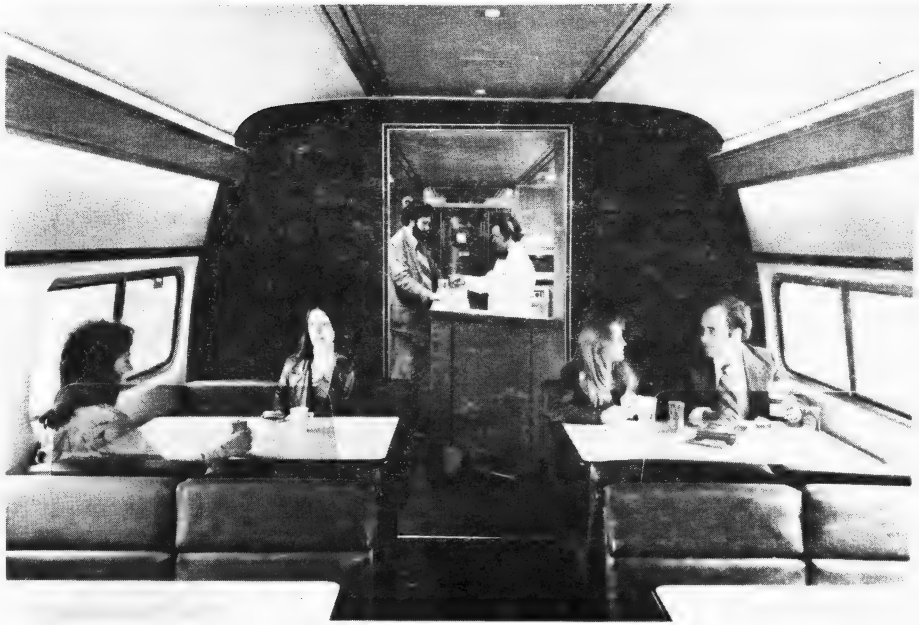
In our visit to Amtrak headquarters reported on last issue, we prowled thru the design dept. and saw on the drawing boards the unexpected design shown at right. This one excited us because it offers true front and rear viewing, which only a dome can provide. Amtrak said engineers called the idea structurally sound. By notching down the end of the roof, windows can be placed across the width of the car. By utilizing waste space under present Amfleet cars, two levels can be introduced, as shown in cutaway. Our look at the design did not indicate what type of seating arrangement was in either level--probably not decided yet. Conventional upper-level side windows were nine in number, plus 2 half-windows at one end. (Drawings are from memory, and should not be considered definitive.)

III. BILEVEL SIGHTSEEING CAR.

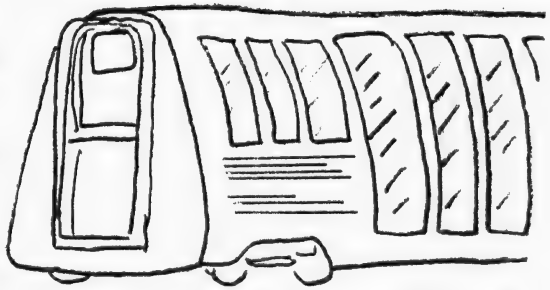
Another one from the Amtrak drawing boards (see drawing in middle of p.11). This is the weirdest passenger car we've ever seen. It's a variation on the Pullman-Standard bilevel design, and features an extraordinary degree of taper up to a narrow roof. We counted 12 windows on one side--3 smaller, 6 large, 3 smaller. Seats on the two levels face outwards like bleachers. Spectacular but impractical, we felt.

IV. THE AMT-125 DIESEL LOCOMOTIVE

General Motors has proposed this diesel for use with Amfleet cars. (See drawing below and on cover.) GM proposes one engine at each end in a push-pull arrangement. Top speed is 125mph, hence the name. The 13-ft high, 115-lb loco would use basic GM diesel-electric components, with either a new-design 2-axle truck or GM's A1A passenger truck. A fiberglass nose encloses a steel crash-resistant structure. A pair of engines, using the standard 16-645E3 engines and electric transmission would provide a total of 6000hp, for trains up to 10 cars. (Drawings by GM, EMD Division.)



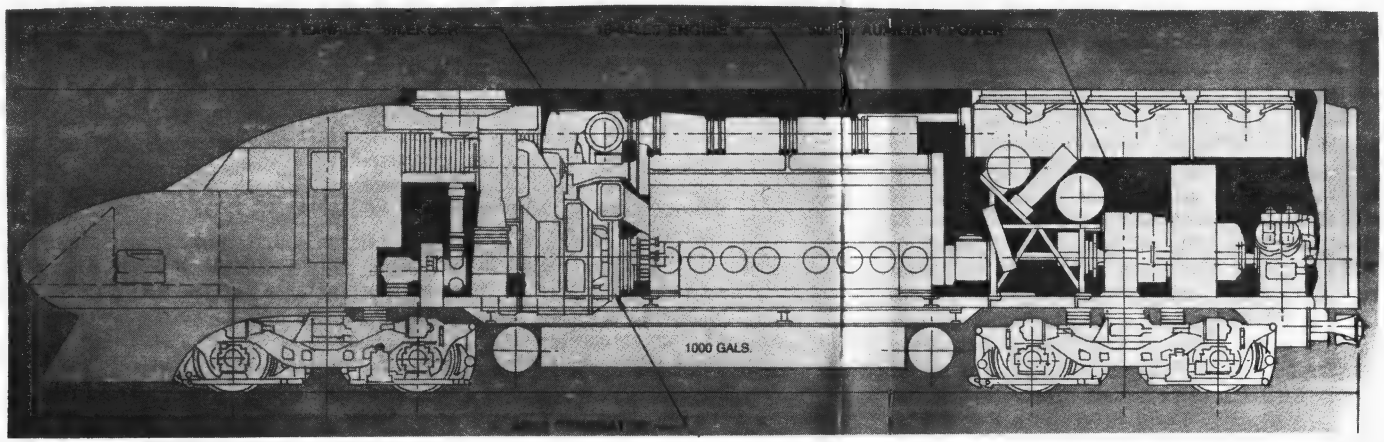
V. AMTRAK INTRODUCES THE AMLOUNGE.



The Amtrak photo above shows the interior of the new lounge-food and beverage car for Amfleet trains. Amtrak said that the first three of the new cars went into service Mar 27 on the MERCHANTS LIMITED.

The cars contain a food and beverage counter and an adjacent lounge and eating area containing 8 tables, to seat 32 people. Passengers thus have the option of taking their food or drink back to their regular Amcoach seat with its drop-down tray or staying in the Amlounge car. Food service counters offer a rotating menu of three hot meals as well as sandwiches and drinks. Amtrak is currently using both Marriott and American Airlines food preparation services for its Amfleet trains, to evaluate the two.

Amtrak said that 8 more lounges have been ordered for the Corridor, and another 26 for long-distance trains. Cars are decorated in brown and beige, with baggage racks removed and tables separated by transparent dividers.



VI.

A FIRST FLIGHT IN THE F-40

by Bill Mcconald

"In the cockpit of an airplane that lands on tracks"

April 7 was the first day of service for the new General Motors F40PH diesels with the Amfleet equipment out of New Haven, Conn. As of April 9 I'd seen units 200 thru 205 and 207 thru 209.

Revenue service had been delayed, according to conversations with shop foremen at the New Haven facility, by a dispute over wheel taper--ConRail people wanted 1 in 20, Amtrak alleged 1 in 40 was acceptable--and by minor electrical problems--wheel slip indication when no wheels are slipping, cab signals, and ground relays.

Our first trip with engine 203 displayed the novelty of a new locomotive with a number of innovations. These included: 1) Strobe lights which--when the feature is cut in--flash when the horn is sounded; 2) A bell that rings when the horn is sounded and continues to do so until shut off (the bell alone can also activate the strobe lights); 3) A public address phone that allows the engineer to speak with the passengers in the same manner that the conductor does; 4) A constant-speed engine that revs at "8th notch" speed when the auxiliary power train line circuit breaker is closed--in other words, when "juice" is being fed into the train--and the head end power mode selector is set to also feed power to the traction motors to move the train; 5) A braking feature that blends an electropneumatic brake on the train with a dynamic brake on the engine. To control slack action, the dynamic brake is not activated until 10 lbs. of brake cylinder pressure has occurred on the engine, and only if the throttle is shut off; 6) Head end power for train lighting, heating, and air conditioning.

The "click by clack", so to speak, of the first F40 run went something like this: I had just climbed off a veteran E-8 at motor storage in New Haven after an on-time trip from Boston and walked into the foreman's office. I casually glanced at the board to see if our power for the return trip had been lined up as yet. Train 162, the BOSTONIAN, 6:30pm out of New York, is still run with conventional equipment, so I was expecting an E-8. But to my disbelief, engine 203 was marked up. I had just seen it and the 208 on one of the ready tracks but assumed they were there for further testing. However, the foreman assured me that the 203 was going on 162. Train 176, which normally has Amfleet equipment (see last issue), was lined up with E-8s. Train 176 was over an hour late and its schedule east of New York was to be run with the equipment scheduled to cover #162. We were being given 176's equipment, and 176's crew was getting what we normally would have had.

I walked across the west end of the depot to the station master's office for my ritualistic cup of coffee. While contemplating the return run with a new locomotive, I savored the warm cup: light on the milk, and being a dentist as well as a railroader, I eschewed the sugar. A tuna salad sandwich on stone-ground health food bread passed for supper. Dessert was an apple, nature's toothbrush.

The F40 was not the only thought gnawing away at my head; I was becoming overwhelmed with curiosity as to what the D&H was up to on ex-EL and LV rails. A quick call to Bison Yard in Buffalo revealed that the former LV hotshots Appolo 1 & 2 and ME 1 & 2 were being run by the D&H (ex-EL crews) directly to the N&W with occasional trains being made up in the yard with D&H and B&M cars. One more call, this one to the B&M piggyback yard in Boston, revealed what I had hoped the B&M and D&H were doing with their TOFC routings west of Binghamton, NY: Shippers are being actively encouraged to route B&M-D&H-N&W via Buffalo in place of the ex-EL route to the Midwest. I attempted to picture the recently bustling Marion, Ohio yard looking like the O&W at Middletown, NY. "Impossible," I told myself. Nostalgia weighed heavily on my thoughts. One history-laden rail route was virtually being abandoned while another was undergoing a renaissance. Had I not been so effectively socialized with our society's macho values, I would have shed a tear. As it was, the superficial tissue planes of my face were drooping inferiorly.

My 7:25pm reporting time was drawing close. I recrossed the tracks to motor storage and climbed aboard the 203. The fresh red-and-blue enamel, unmarred by grime, reflected the lights of a spring evening in a most welcomed but unaccustomed manner. Eight years of flat Penn Central black would not be missed.

My first impression of the F40 could be described in one word: oblique. The front of the engine is oblique, as is the top of the short cowl. The left and right front windshields form an oblique angle also. From the rear or rear quarter the appearances are grossly similar to an SDP, altho the F40 is smaller and rides on 4-wheel trucks.

My engineer was already on board and consumed with the novelties of his new, giant toy. "Let's see now, here's the throttle, bell, whistle, headlight--three positions, bright is really bright, isn't it, Mac?", were his first words. The road foreman from Boston, Don Lacey, climbed up to more formally introduce us to the features of Mr. 203. He went over what we had already for the most part discovered ourselves and saved the intricacies for on-the-job training.

I peered out the left window to check the dwarf signals governing entrance to the main tracks and noticed that both displayed the yellow or restricting indication. I called the indications to Don, "Restricting twice." The characteristic venting of compressed air signalled our departure. The engine revved, and with bell ringing we glided away.

Train 162 was into New Haven at 8:05pm, with the 969, an E60, on the point. The 969 was cut off and ground its way thru the turnouts east of the station and by our 203 as we waited for him to clear. At 8:15pm we were "tied on" and the electrician walked up and shouted "Power up." I reached up to the head end power mode panel and flicked the switch from Isolate to Ready. This was accompanied by a green light which read "Auxiliary Train Line", followed by another green light a moment later: "Ready." Finally, the white light sprung to life: "Auxiliary Power Phase", and then the green Auxiliary Power Circuit Breaker which was accompanied by six Amfleet coaches coming to life with light.

The brake test was made and a "high ball" came at 8:18pm. The engine was already turning at full rpm's with the H.P. mode selector in the Ready position even before the high ball. With the H.P. mode selector in Ready, juice is fed to the train from the 480-volt auxiliary generator in the rear of the engine room while the main generator supplies power to the four traction motors geared to the axles. As long as the Ready position is used on the H.P. mode selector, the engine will be turning at full rpm's. There are also two other positions: Isolate--no auxiliary train line power--and Standby--no traction motor power but with train line power. In this latter position the engine will turn considerably slower, thereby conserving fuel and reducing pollution.

Releasing the independent brake, Don remarked that despite the sound of things--full rpm's with much noise--we would move out of the station very smoothly, and that is how it went. Two restricting dwarf signals cleared our way and we slowly snaked east out of New Haven onto track 4 in the cut leading to Mill River Jct one mile east. Here we take a medium clear signal, turn onto the Shore Line, and bid farewell to the Springfield Line and a residual Cedar Hill Yard.

Our speed picks up out of Mill River. Only the speedometer would indicate any change in things in the darkened cab. There is no change in engine rpm's. It is obvious that we are accelerating even without noticing the increased vibrations of the not always well maintained joints in the rails, for the speedometer is almost a foot in diameter, practically in the middle of the cab and there most conspicuous.

We pass Shore Line Jct at 8:25pm. Our speed is 60mph. For four long years Shore Line trains were required to slow to 30mph here due to poor track conditions. Following installation of new switch timbers, ties and ballast and with the concomitant surfacing procedures over the last month, 60mph is once again permitted.

The speedometer read 80mph as we rounded the first curve east of the East Haven tunnel. Don shut the throttle off to illustrate operation of the dynamic brake-electropneumatic brake blending feature as he prepared to slow for two 60mph

curves at East Haven. He made a 10-lb. brake pipe reduction on the self-lapping automatic brake valve. While he did this, I peered into the rear view mirror just outside the window and noticed the brake lights on the cars immediately changing from the green--released position--to the yellow--applied position. Ten or so seconds later the cylinder air pressure on the engine brakes began to build. When it reached 10 lbs, the needle on the ammeter moved counterclockwise slowly, then more quickly, and the train's speed was felt to decelerate more quickly, as the dynamic took hold. Don released the automatic brake at 63mph. The ammeter needle immediately returned to the 12 o'clock position and within 5 seconds the running lights on the train displayed green. The throttle was advanced from idle to the 6th position, and we comfortably negotiated the curves at 58mph. Leaving the last curve, the throttle was returned to the 8th notch and our speed climbed to 70mph. Don eased off to the continuous full rpm's of the engine but our speed remained at 70mph. We glided around the curves west of Brandford, Conn. at a constant 70mph. Approaching Brandford, Don used the same blended braking feature for the 50mph reverse curve thru town--an undisputed timewasting bottleneck that we all hope will be eliminated in connection with proposed line changes.

We passed thru Brandford at 55mph to the constant thunder of our single-speed engine. Our speed increased to 80mph before two miles had been traveled, and remained between 75 and 80 for the 23 miles to Old Saybrook. We required a scant 17 minutes for these 23 miles. We left Old Saybrook on the advertised at 8:48. We had covered 33 miles in 30 minutes with the Old Saybrook stop.

A mile east of Old Saybrook we crossed the Connecticut River on a long, and by appearances, old, thru truss bridge with one movable span. It was repairs to the lift apparatus of this bridge that closed the Shore Line for a week last spring, and a week in December, 1974. The 40mph slow order has been lifted, so we crossed at the normal 45-50mph. Soon after the bridge we approached a section of track work where new ties and ballast are being placed. Our speed was restricted to 30mph for 6 mis.

Arriving at New London, we find the slow order has cost us 6 minutes. We leave 4 minutes late thanks to a brief station stop. The 203 is doing a creditable job. It has our speed up to 45mph as we cross the drawbridge over the Thames River between New London and Groton, Conn. This is military country, what with a submarine base, a Coast Guard Academy, and so much of the local economy dependent upon these facilities or the Electric Boat Division of General Dynamics--builder of submarines, Tridents and the like. I had a nightmare one night that while making the station stop at New London a Coast Guard "boarding party" met our train, pulled me off the engine and "longhaired" me into the Coast Guard for being a bad reservist--not volunteering for Viet Nam. I guess we all have our neurotic bouts with paranoia.

We have train orders to stop at Mystic tonight. Since this equipment left Washington as #176, there may be passengers on board from stations west of New York for this stop. Don spots the rear of the third car on the crossing. There is no eastbound platform here, so the street serves in lieu thereof.

We make the stop at Westerly, R.I. eight minutes late. But fast running between Westerly and Kingston allow us to cover the 16½ miles with stops at both places in 16 minutes. We are down 6 minutes now.

Don relinquishes the throttle at Kingston, R.I. and my regular engineer anxiously steps in to try his hand at the F40. We decide to try the strobe lights for the crossings between Kingston and Providence. There of course is no rule in the PC--now ConRail--rule book covering their use, so they have been cut out since leaving New Haven. Now, however, we try them. It is quite a show. Of course it is likely to be different from the ground, but from the cab I was not sure whether I had the feeling of being in the cockpit of an airplane that lands on tracks, or the presence of a band of rail buffs taking night movies from the roof of the 203 at 80+ mph. They are very bright, and fast enough to "stop" the telephone poles. Short of being blind, I don't know how anyone could avoid seeing this menagerie of flashing light bulbs hurdling down a railroad track at 3/4-minute to the mile. Bizarre!

We flash--literally--our way over Wickford hill, thru East Greenwich and Warwick, R.I. and--to test the speed control--leave cab signal territory at Cranston at 85 mph. The overspeed alarm sounds just as the cab signal drops from green to lunar white. Without waiting for Herb to apply the brakes, Don immediately makes a minimum brake pipe reduction while standing behind Herb. In a moment the speedometer begins to register our decreasing speed and the alarm ceases its cacophony at 79mph. Herb releases the air, and the train "drifts" thru Cranston at 70mph.

We slow to 50mph for two curves east of Cranston. I call the signal just beyond the first of these curves, "approach medium." "Approach medium," reply Herb and Don. Around the next curve Herb shouts "Approach" to be heard over the din of the locomotive as we pass under the I-95 overpass. Don and I repeat the call. Herb slows the train to the required 30mph as we approach the interlocking at Providence. This costs us 3 minutes as we round the final curve into Providence expecting a restricting signal but, of course, always prepared for a "red eye." Tracks 1, 2 and 4 in Providence station are out of service due to questionable structural integrity of an overpass east of the station. The restricting indication takes us thru 3 crossovers onto track 3 and we make Providence at 10:24pm. What until last summer required 22 or 23 minutes, Kingston to Providence, 27 miles, has taken us 28 minutes. It is no fault of the 203, however.

By now I was becoming impatient to get my turn at the F40's control stand. Herb, who is not noted for feeling comfortable on the "left side," made no move to share the experience. I puckered my lips, skewed them to one side and said to myself, "It figures, I've yet to hear of a fireman doing any running for him."

We arrive at Route 128 at 11pm after losing a few minutes subsequent to loss of the cab signal for ½-mile. When this happens, the speed must immediately be reduced to 15mph.

While stopped under the highway overpass at the station, Don motioned something to Herb. The next thing I knew Herb came out with a big, friendly "Hey, Mac, want to try her?" "Sure!" I said to him, and then to myself, "Big deal--12 miles to Boston, thanks a lot, you hog, and it's all 50mph slow-ordered." Better than nothing, tho.

I sat down, opened the window, and looked down the platform. The proceed motion came quickly and I gave the throttle a couple of notches and then released the independent brake on the engine. The sound of the engine, of course, remained constant --ear-splitting under the overpass--before we began to move. Only the ammeter showed any change as the needle moved from the 12 o'clock position--no power--clockwise building up to 400 amps or so. I advanced the throttle slowly until it reached 900 amps and paused there. I couldn't guess how many notches that was. I usually tell by the sound of the engine, but it was no guide now. I would have had to look at the throttle position indicator on the control stand, but I was too busy trying to keep the amp needle in the yellow for maximum power short of causing wheel slippage. Then there is the alertor to contend with. Touch anything, or stop touching something, every 20 seconds and you will keep it quiet. Forget and a white light silently flashes, followed by the same alarm that warns of excessive speed. "An excellent way to stay awake," I thought.

We seemingly dawdled our way into Back Bay at 55-60mph and rolled to a stop at 11:15pm, 7 minutes late. This time with the decision where to stop in my hands, I thought I'd save my ears some insult and let the 203 emerge from the overpass before making the final brake application to bring the train to a smooth stop. It was much more comfortable than the 128 stop.

I got up from the seat after we stopped and motioned to Don or Herb to do the final honors. "I had my turn; no use playing big showoff taking it into South Station," I thought. Don sat down for the final mile. We moved out of Back Bay and under Columbus Avenue to more of that 8th notch din. We took the yellow at Broadway, X4, 4, and 4X signals, crossed over under signal N and entered South Station on track 13. Don stopped the 203 and her six Amfleet coaches a half car length from the bumper at 11:20pm, 7 minutes late. I reached up, turned the H.P. mode selector from Ready to Standby, and the engine calmed down to little more than idle.

It was an interesting experience. My feelings about the F40 are generally positive. Most surprising, after the SDP's, was the improved ride; not so good as an E-8, but acceptable. Also of concern is the failure possibilities of the automatic H.P. mode selector and circuit breakers for train line power. I hope Amtrak does a better job of preventive maintenance than its predecessors did. The modular circuitry should help.

Mixed Train of Thoughts

PASSENGER TRAIN RIDERSHIP is usually considered to amount to about ½% of all U.S. travel. For a more realistic picture, Amtrak last month got some better statistics together, and found that if it considers only that area of the country that it serves (area surrounding the "end-point" cities and bordering the routes between them), Amtrak actually carries 18.5% of all publicly transported passengers. And in terms of passenger miles, it accounts for 14.9%. Looking at the whole country, Amtrak trains carry 10.7% of the total intercity public transportation market..... TWO VACACIES EXIST on Amtrak's Board of Directors, with the untimely death of Edward Ullman. One vacancy is that left by Roger Lewis. This remains unfilled because the White House and the Senate cannot agree on a name. Senator Hartke rightly believes that Paul Reistrup should fill the place left by Lewis, but the Administration is opposed to Reistrup. So both vacancies are likely to remain until the impasse is broken..... STRONG RUMORS ABOUND that when the Chicago-Detroit Turboliners are replaced soon with Amfleet trains, that Amtrak may initiate, this summer, a Cleveland-Chicago midday Turboliner run..... A "MYSTERY" MAP was prepared by Amtrak in February, and seen by us this month in Washington. It's their first map to show the routes as the real wiggly lines they are, and not airline-type straight lines. The mystery is why the inclusion of a number of off-system cities: Las Vegas, NV; Boise, ID; Aspen, CO; Santa Fe, NM; Amarillo, Lubbock, & Wichita Falls, TX; Pierre, SD; Des Moines, IA (Reistrup's birthplace); Frankfort, KY; Chattanooga, TN; Mobile, AL; Tallahassee, FL; Carson City, NV; and Augusta, ME..... * * *

THE COAST LINE between San Francisco and Santa Barbara is 75 years old. Inauguration of service between the two cities occurred Mar 31, 1901. On that day a train took off from L.A. and one from San Francisco on runs greeted by great celebration along the way. The S.F.-Santa Barbara fare in those days was $11.75; now it's $22.50..... AMTRAK WILL INAUGURATE a new train between Washington DC and Richmond and Newport News, VA in the fall, reported the Washington Star this month. President Reistrup told a reporter that Amtrak is now negotiating with the SCL and Chessie on the runs, which would require a new switching point south of Richmond. Trains would connect with Corridor trains in Washington..... ILLINOIS PAPERS REPORT that an announcement is expected soon of an agreement between the state and Amtrak to take over Rock Island passenger train runs. They report that Amtrak is willing to take over the QUAD CITIES ROCKET, but not the Peoria-Chicago train, because of bad tracks. The plan is to run a train on Santa Fe from Chicago to Chillicothe, and construct a new track link from there to Peoria, at a cost of $1.8 million. This may take up to 2 years to complete. A running time of 2hrs 45mins is expected on the Peoria route, compared with 4hrs 40mins on the same Rock Island route. It is expected that the downtown Peoria depot will be renovated and used. Some planners wanted to extend the proposed service wouthward to Springfield and St. Louis, but that is not in the agreement now being worked out..... THE NEW ENGLAND Regional Commission has now granted the necessary funds for steam rail service beginning this summer, to Bennington, Vermont. The "Spirit of Ethan Allen" steam runs will cover almost all the existing ex-Rutland RR track in Vermont this summer and next (starting July 1). Get a color brochure and order form from Steam Train, Montpelier, VT 05602.....

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THE SOUTHERN RAILWAY and the Missouri Pacific are studying a possible merger, came an announcement Apr 15..... THE NIGHT OWL was going to get Amfleet equipment soon, but Amtrak's Board this month decided to defer the decision until next month.....

WHAT HAPPENED ABOUT that decision that Penn Central must upgrade track near Indianapolis, now that PC is defunct? The answer is that the PC trustees are liable for the required work. Incidentally, Amtrak intends to keep the J.W. RILEY on the present route, which includes the disputed section of ELtrack, only until the PC line is repaired..... AMTRAK TOOK OWNERSHIP of Penn Station in New York when it got the Colonial Corridor on Apr 1, and Amtrak's Board on the 21st approved spending funds to replace its air conditioning system and give it a facelift..... A DOME CAR was added to the ARROWHEAD on Apr 8, probably a move to heighten the attractiveness of the train to pressure the state into approving money to continue it..... AUTO-TRAIN BOUGHT six RF&P sleepers for use as cabooses, now that it runs its car carriers on the end of the train. The cars probably will not be refurbished. The corporation also sold three ex-N&W coaches (ex-Wabash) recently to the FEC, which will use them as maintenance of way cars..... THE POSTAL SERVICE tried to initiate Saturday closings of our post office at the end of March. We made a formal protest, and presumably so did others, and the plan was rescinded "until further notice." The Service tried the same thing a few years ago, but it was dropped after a few Saturdays..... GANGS OF YOUTHS in Boston stopped an Amtrak train in Roxbury on Apr 20 by placing debris on the tracks, and then stoned the crewmen when they began to remove it. There were no serious injuries. The train (unidentified) was delayed 36 minutes..... AN AMTRAK EMPLOYEE, a car inspector from City of Commerce, CA, was killed when an Amtrak train hit his car on the Santa Fe line in Vernon, CA on Apr 5. The employee was on his way to work when the train hit his car at 60mph.....

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RIO GRANDE ZEPHYR may be sharing its route with yet additional coal trains if a proposal for the Castle Valley Railway becomes a reality. The newly incorporated line wants to build a 65-mile route from Price, Utah to Emery to tap major coal deposits. Most coal would go west over Soldier Summit enroute to Northwestern or California points, but some would go east..... AN ENTIRE RAILROAD is being auctioned off May 15. The Boyne City RR, an antique tourist line in Boyne City, Michigan, will be on the auctioneer's block--railroad cars, buildings, real estate, memorabilia. Included is the "Flying Duchess" British-built steam locomotive, cabooses, snow plow, small diesel, and other equipment. Brochure from: Kruse Auction Co., 300 S. Union St., Auburn, IN 46706..... AN APPARENTLY UNIQUE rail-bus tour sponsored by Central Coast Chapter, NRHS (Box 8407, San Jose CA 95155) June 5-6 will use the SAN JOAQUIN and a chartered bus to take riders from San Francisco, Oakland, and Martinez to Giant Forest Lodge in Sequoia National Park, and to King Canyon National Park.....

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NEW YORK STATE has agreed this month to spend $18.6 million of federal money to preserve 614 miles of branch lines that would have been closed in part under ConRail... WHAT, NO TRAINS? The New York Times in its big travel summary of Charlottesville, VA (Apr 4) failed to mention that you can get there by train (altho it listed bus, highway and air details). The city is served by the JAMES WHITCOMB RILEY, the PIEDMONT, and the SOUTHERN CRESCENT..... THE YEMASSEE SPECIAL? On the other hand, a New York Times advertiser, Fripp Island resort, is almost inventing a train to get tourists to come. Their ads call it the YEMASSEE SPECIAL, because that's the detraining point for Fripp Island. A footnote informs one that it's really the Amtrak CHAMPION..... BRITISH RAIL NAMED a new chairman this month: 52-year old Peter Parker, a banker and industrialist, who will take over in September..... THE STATE HOUSE, Amtrak train 300, on Apr 2 struck a low-boy trailer hung up on the crossing near Romeoville, IL. Damage to Amtrak engine 206 was estimated at $2000, and to Amfleet coach 21115 at $5000. Four passengers on the train were slightly injured...

AMTRAK'S ON-TIME PERFORMANCE in February was 73.3%, up from 71.1 in Jan. Long distance ridership was up 9% from the February of 1975, while short distance ridership was off 2%. The overall change was up by about 5000 riders, but small enough percentagewise that Amtrak called it "no change"..... THE SAN JOAQUIN on Apr 23 was detoured in both directions because of a trestle fire on Santa Fe at Orwood, CA, near Port Chicago. The detour was roughly from Port Chicago to Fresno via Tracy on the SP..... THE BUDD COMPANY has been granted permission to recover from Penn Central trustees a large part of a $5 million claim it made on the leasing company that handled purchase of 49 Metroliners it built for PC in the late 1960s.....

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AMTRAK'S TELEPHONE BLITZ: Amtrak said on Apr 21 that it had begun an experimental program to solicit new individual and group travel thru use of expanded staffs in its New York and Bensalem, PA reservations centers. It has hired 55 more agents to handle peak hour calls and to place calls to travel agents and other commercial accounts to solicit more business. In mid-May the rail corporation will install about 200 more computer terminals in 90 stations around the system..... RUMORS CONTINUE FLYING about a soon-to-be-announced default by Boeing-Vertol on its contract to build 100 articulated streetcar units for San Francisco and Boston. The firm is rumored to be attempting to buy its way out of the contract by paying production penalties. Only 30 or so cars will be delivered, it is said, on the contract of 175 units for Boston. High costs, failure to produce equipment to meet specifications, and low projections for future sales are behind the move, according to reports. If true, the B-V move means a major setback for San Francisco Muni Rwy plans to open the Market St. subway, which is unable to accommodate the present fleet of 115 PCC cars. Some observers have remarked that German carbuilder DuWag or Czech builder Tatra offer the best hope for fast alternate delivery of streetcars, but there is considerable doubt that UMTA will fund major equipment purchases from foreign builders..... A PROMINENT FEATURE on the public TV program "Consumer Survival Kit," seen nationwide during the week of Apr 11, was Amtrak. Theme of the show was economical travel--and the Amtrak segment of several minutes gave a generally fair picture of train travel today. Most of the segment was done on board trains, including a portion aboard an Amfleet car..... A CITY COUNCILMAN in Pacific Grove, CA is opposed to revival of the DEL MONTE because, he says, it would eat into state funds that now help support local buses..... "THE LONE SURVIVOR" is the title of a book by Richard K. Wright, on Freedom Train engine 4449. Purchase of the book is said to help preserve the engine for future use. The 52-page softback is $5 plus 50¢ postage from Wright Enterprises, Box 624, Oakhurst, CA 93644.....

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A FREIGHT DERAILMENT on ICG tracks just north of Carbondale IL on Apr 3 forced Amtrak #58, the PANAMA LTD, to detour from Carbondale to Herrin to Christopher to Groat to Akin Jct and up the Edgewood Cutoff to Edgewood before returning to the main line, and arriving Chicago 4 hrs late..... A TELEVISION SHOW aired in St. Louis Mar 31 on KMOX was the special "When I Grow Up", featuring a boy who wanted to be an engineer. It was filmed at National Museum of Transport and TRRA Madison Yards, and featured scenes aboard the ANN RUTLEDGE, the ABE LINCOLN (in parlor "Silver Veranda") and the STATE HOUSE, including cab rides and good pacing shots..... OUR NEXT ISSUE: Fifth anniversary of Amtrak issue.....

QUOTES OF THE WEEK***

"Our cars are too big, they use too much fuel, they take up too much space, they kill too many people, and yet we proceed as though the automobile is an act of God."

--Eugene McCarthy in Michigan campaign speech Apr 16.

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Dining car china dishes and glasses, 10 railroads. Stamped envelope brings list. J. McClellan, 1752 S. Wichita, Wichita, Kansas 67213.

WANTED TO BUY: Pullman uniforms and PRR waiter's uniforms, china, silverware and menus. Kenneth G. Murry, 209 E. New St., Mountville, PA 17554.

Want to know more about PC, LV, E-L, CNJ, RDG, Chessie, ConRail, pre-merger roads and all others in the Northeast? Then NORTHEAST RAILROADER (formerly PC RAILFAN) is just what you want. Every issue of NORTHEAST RAILROADER gives you "up to date" news on all railroads in the Northeast, plus a lot of pictures, maps, rosters, locomotive diagrams and more. Subscription rate is $13.50 for six issues. NORTHEAST RAILROADER, 133 Dulles Drive, Dumont, N.J. 07628.

THREE NEW DUPLICATE SLIDE SETS from Northwest Rail Images: AMERICAN FREEDOM TRAIN LOCOMOTIVE 4449, 25 slides/$6.00; TRAINS OF NEWFOUNDLAND, 25 slides/$6.00; GEORGIA RAILROAD MIXED TRAINS, 20 slides/$4.75. Set price includes third class postage; add 20¢ per set for first class. Or send 30¢ for a sample slide and catalog listing 21 different sets, many featuring pre-Amtrak passenger trains. Northwest Rail Images, 4891 Donald Street, Eugene, OR 97405.

Detroit Jackson & Chicago, West Point, Missouri Pacific, Conductor, Bessemer & Pullman uniform buttons, 75¢ each. J. Lajoie, 22 Stevens, Methuen, Mass. 01844.

GREEN BAY & WESTERN Fan Trip - The Northstar Chapter NRHS will run a special one-time, two-day passenger excursion train on the GB&W. First day's trip will be from Winona, MN to Merrillan, WI 132 mile round trip. Second day Winona to Wisconsin Rapids, 237 mile round trip. Saturday's fare $20. Children's fare $12.50 (Saturday only). Sunday's fare $32.50 per seat. Two-day special discount fare $45.50. All fares increase by $5 after May 20, 1976. Box lunch available both days $3 each. For tickets, flyer and additional information, write to: Trip Director, Northstar Chapter NRHS, P. O. Box 16478, St. Paul, MN 55116.

RR pocket watches for sale. Fine condition. Send SASE for list. We also buy. What do you have? Bill Turner, P.O. Box 3095, Hamilton, Ohio 45013.

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USA RAIL PASS - MAY 15th is the last day of purchase at the present low rates, however you have until May 29th for departure. 14 days $150.00, 21 days $200.00, 30 days $250.00. Starting May 16th until Sept 7th, the pass will cost 14 days $250.00, 21 days $325.00, 30 days $400.00. Purchase is easy by mail or phone. Send check or credit card information advising day of departure desired. Let's Travel Tours, P. O. Box 2768, Riverside CA 92506. Phone 714-787-8350.

RAILROAD PASSENGER CARS FOR SALE Four modern sleeping cars including the "Redwood", America's most beautiful sleeper/lounge. All serviceable and operable in Amtrak service. Also historic Pullman private car "Argonaut" formerly named "Philadelphia", and one steam generator car. Further information from Great Western Enterprises, Inc., 639 Market St., San Francisco, CA 94105. (415) 398-2994.

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AMTRAK'S ON-TIME PERFORMANCE in February was 73.3%, up from 71.1 in Jan. Long distance ridership was up 9% from the February of 1975, while short distance ridership was off 2%. The overall change was up by about 5000 riders, but small enough percentagewise that Amtrak called it "no change"..... THE SAN JOAQUIN on Apr 23 was detoured in both directions because of a trestle fire on Santa Fe at Orwood, CA, near Port Chicago. The detour was roughly from Port Chicago to Fresno via Tracy on the SP..... THE BUDD COMPANY has been granted permission to recover from Penn Central trustees a large part of a $5 million claim it made on the leasing company that handled purchase of 49 Metroliners it built for PC in the late 1960s.....

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AMTRAK'S TELEPHONE BLITZ: Amtrak said on Apr 21 that it had begun an experimental program to solicit new individual and group travel thru use of expanded staffs in its New York and Bensalem, PA reservations centers. It has hired 55 more agents to handle peak hour calls and to place calls to travel agents and other commercial accounts to solicit more business. In mid-May the rail corporation will install about 200 more computer terminals in 90 stations around the system..... RUMORS CONTINUE FLYING about a soon-to-be-announced default by Boeing-Vertol on its contract to build 100 articulated streetcar units for San Francisco and Boston. The firm is rumored to be attempting to buy its way out of the contract by paying production penalties. Only 30 or so cars will be delivered, it is said, on the contract of 175 units for Boston. High costs, failure to produce equipment to meet specifications, and low projections for future sales are behind the move, according to reports. If true, the B-V move means a major setback for San Francisco Muni Rwy plans to open the Market St. subway, which is unable to accommodate the present fleet of 115 PCC cars. Some observers have remarked that German carbuilder DuWag or Czech builder Tatra offer the best hope for fast alternate delivery of streetcars, but there is considerable doubt that UMTA will fund major equipment purchases from foreign builders..... A PROMINENT FEATURE on the public TV program "Consumer Survival Kit," seen nationwide during the week of Apr 11, was Amtrak. Theme of the show was economical travel--and the Amtrak segment of several minutes gave a generally fair picture of train travel today. Most of the segment was done on board trains, including a portion aboard an Amfleet car..... A CITY COUNCILMAN in Pacific Grove, CA is opposed to revival of the DEL MONTE because, he says, it would eat into state funds that now help support local buses..... "THE LONE SURVIVOR" is the title of a book by Richard K. Wright, on Freedom Train engine 4449. Purchase of the book is said to help preserve the engine for future use. The 52-page softback is $5 plus 50¢ postage from Wright Enterprises, Box 624, Oakhurst, CA 93644.....

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A FREIGHT DERAILMENT on ICG tracks just north of Carbondale IL on Apr 3 forced Amtrak #58, the PANAMA LTD, to detour from Carbondale to Herrin to Christopher to Groat to Akin Jct and up the Edgewood Cutoff to Edgewood before returning to the main line, and arriving Chicago 4 hrs late..... A TELEVISION SHOW aired in St. Louis Mar 31 on KMOX was the special "When I Grow Up", featuring a boy who wanted to be an engineer. It was filmed at National Museum of Transport and TRRA Madison Yards, and featured scenes aboard the ANN RUTLEDGE, the ABE LINCOLN (in parlor "Silver Veranda") and the STATE HOUSE, including cab rides and good pacing shots..... OUR NEXT ISSUE: Fifth anniversary of Amtrak issue.....

QUOTES OF THE WEEK***

"Our cars are too big, they use too much fuel, they take up too much space, they kill too many people, and yet we proceed as though the automobile is an act of God."

--Eugene McCarthy in Michigan campaign speech Apr 16.

SUBSCRIBE TO RAIL TRAVEL NEWS: one year (24 twice-monthly issues delivered by first class mail) costs just $9.00. Write today to: Message Media - RTN, Box 9007, Berkeley CA 94709. Thank you!

Express Ads

USA RAILPASS - A TRAVEL BARGAIN. Unlimited AMTRAK and SR coach travel - no mileage limit - which can be upgraded to sleeper/parlor as you desire. Reservations made as usual after purchase. Conditions: Available for purchase now thru May 15 only. Travel must begin within 15 days of purchase. Cost: 14 days - $150; 21 days - $200; 30 days - $250. Child 2-11 half fare. Most major credit cards accepted. Call us immediately to order and make reservations. Your USA RAILPASS will be sent to you (or ready for pickup) on the date you desire. GREAT WESTERN TOURS, 639 Market St. #900, San Francisco 94105. (415) 398-2994.

Dining car china dishes and glasses, 10 railroads. Stamped envelope brings list. J. McClellan, 1752 S. Wichita, Wichita, Kansas 67213.

WANTED TO BUY: Pullman uniforms and PRR waiter's uniforms, china, silverware and menus. Kenneth G. Murry, 209 E. New St., Mountville, PA 17554.

Want to know more about PC, LV, E-L, CNJ, RDG, Chessie, ConRail, pre-merger roads and all others in the Northeast? Then NORTHEAST RAILROADER (formerly PC RAILFAN) is just what you want. Every issue of NORTHEAST RAILROADER gives you "up to date" news on all railroads in the Northeast, plus a lot of pictures, maps, rosters, locomotive diagrams and more. Subscription rate is $13.50 for six issues. NORTHEAST RAILROADER, 133 Dulles Drive, Dumont, N.J. 07628.

THREE NEW DUPLICATE SLIDE SETS from Northwest Rail Images: AMERICAN FREEDOM TRAIN LOCOMOTIVE 4449, 25 slides/$6.00; TRAINS OF NEWFOUNDLAND, 25 slides/$6.00; GEORGIA RAILROAD MIXED TRAINS, 20 slides/$4.75. Set price includes third class postage; add 20¢ per set for first class. Or send 30¢ for a sample slide and catalog listing 21 different sets, many featuring pre-Amtrak passenger trains. Northwest Rail Images, 4891 Donald Street, Eugene, OR 97405.

Detroit Jackson & Chicago, West Point, Missouri Pacific, Conductor, Bessemer & Pullman uniform buttons, 75¢ each. J. Lajoie, 22 Stevens, Methuen, Mass. 01844.

GREEN BAY & WESTERN Fan Trip - The Northstar Chapter NRHS will run a special one-time, two-day passenger excursion train on the GB&W. First day's trip will be from Winona, MN to Merrillan, WI 132 mile round trip. Second day Winona to Wisconsin Rapids, 237 mile round trip. Saturday's fare $20. Children's fare $12.50 (Saturday only). Sunday's fare $32.50 per seat. Two-day special discount fare $45.50. All fares increase by $5 after May 20, 1976. Box lunch available both days $3 each. For tickets, flyer and additional information, write to: Trip Director, Northstar Chapter NRHS, P. O. Box 16478, St. Paul, MN 55116.

RR pocket watches for sale. Fine condition. Send SASE for list. We also buy. What do you have? Bill Turner, P.O. Box 3095, Hamilton, Ohio 45013.

TRY SOMETHING NEW FOR A CHANGE. Try The Fast Mail. You've probably heard about us--we're the magazine with the inside track on the latest news, complemented by outstanding feature articles on a wide variety of interesting railroad-subjects. With our money back guarantee after the first issue, there is no risk either. $5 for 1 year (12 issues). The Fast Mail, 10700 S. Seeley Ave., Chicago IL 60643.

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